

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**HISTORIC Thematic Nomination of Properties Associated With the San Pedro, Los Angeles
and Salt Lake Railroad, Las Vegas, Nevada

AND/OR COMMON

Properties Relating to the Early Development of Las Vegas as a Railroad Town

2 LOCATION

STREET & NUMBER

See Individual Survey Forms

N/A NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Las Vegas

N/A VICINITY OF

STATE

CODE

COUNTY

CODE

Nevada

NV

Clark

003

3 CLASSIFICATION

CATEGORY

☒ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☐ PRIVATE☒ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☒ COMMERCIAL☐ PARK☐ EDUCATIONAL☒ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☒ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Multiple Ownership - See Individual Survey Forms

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Clark County Courthouse

STREET & NUMBER

309 South Third Street

CITY, TOWN

Las Vegas

STATE

Nevada 89101

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic Resources of Central Las Vegas

DATE

1984

☐ FEDERAL ☐ STATE ☐ COUNTY ☒ LOCALDEPOSITORY FOR
SURVEY RECORDS

Nevada State Museum and Historical Society State Mail Complex

CITY, TOWN

700 Twin Lakes Drive

STATE

Las Vegas

Nevada 89158

2 DESCRIPTION

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Thematic nomination of properties associated with the San Pedro, Los Angeles and Salt Lake Railroad, Las Vegas, Nevada, includes three contributing buildings and one, 8-building historic district, associated with the founding and early development of Las Vegas. All buildings in the historic district are contributing elements. The nomination includes the two remaining industrial railroad buildings in the Union Pacific Railroad yards (the 1910 storehouse building and the 1908 ice plant); eight bungalow-style cottages built by the railroad in 1910-1911 as worker housing and the 1910 Mission-style Victory (Lincoln) Hotel, designed and built by the local firm of Moore and Rhoads. The hotel provided accommodations to railroad passengers. All are in good condition and retain much of their integrity. Of the railroad buildings, the storehouse building is still in use, while the ice plant is closed. The Victory Hotel remains in use as a hotel. Of the railroad cottages, seven are residences and one has been converted to use as a professional office.

Las Vegas was established as a division point on the San Pedro, Los Angeles and Salt Lake Railroad (later the Union Pacific) in 1905. Its subsidiary, the Las Vegas Land and Water Company, laid out a townsite and auctioned off lots. Clark's townsite encompassed 170.5 acres and was divided into forty blocks measuring 300 by 400 feet. (see map). As was common in railroad towns, Las Vegas was aligned with the railroad tracks (in this case running from southwest to northeast) rather than being oriented to the points of the compass. Streets were eighty feet wide and alleys were twenty feet across. With the exception of the commercial district along Fremont Street, each block was divided into thirty-two lots, 10 by 140 feet. In most instances, residential buildings required more than one lot.

From the beginning, Fremont Street was the heart of the town's commercial district, which stretched along both sides of the street for about two and one-half blocks. In that segment were shops, the post office, and the First State Bank. Most of the community leaders built their homes near Fremont Street or on Fremont itself, outside the commercial area. Main Street, laid out parallel to the railroad tracks, formed the other main commercial artery. Businesses on Main Street were usually more specifically related to the railroad.

The Victory Hotel

The area near the intersection of Main and Fremont Streets became a popular hotel district. Traditional hotels such as the Overland and Hotel Nevada were situated at that intersection, directly across from the railroad depot. They derived most of their business from passenger traffic. Additional, smaller, hotels stretched south along Main Street. The sole survivor of that era is the mission-style Victory (Lincoln) Hotel at 307 South Main.

The Victory has been in more or less continuous use as a hotel since it was opened as the Lincoln Hotel in 1910 and is only slightly altered from its original appearance.

8 SIGNIFICANCE

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1899	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1908-1911

BUILDER/ARCHITECT See Individual Survey Forms

STATEMENT OF SIGNIFICANCE

Criteria A and C

The three individual building and one historic district related to the San Pedro, Los Angeles and Salt Lake Railroad in Las Vegas, Nevada are historically significant for their association with the early settlement and development of the community. The buildings are architecturally significant as examples of domestic, industrial and commercial design associated with an early-twentieth-century, western railroad town.

The early development of Las Vegas depended entirely on its role as a major transportation center. In 1905, Las Vegas was chosen as a division point for the Los Angeles, San Pedro and Salt Lake (later the Union Pacific) Railroad. The railroad became the primary employer, it controlled the water and electricity, and it owned the land which became the core of Las Vegas. The town's commerce was dependent on the railroad through providing services to passengers and railroad employees. The buildings which are part of this thematic group nomination date from the period 1908-1911. They relate either directly to the railroad's activities, to its employees, or to railroad-dependent commerce. Architecturally, adaptations of two of the most important styles of the period are represented: Mission and Bungalow.

Eleven buildings are included in the nomination. Two relate directly to the railroad's activities: the ice plant, the oldest building associated with the railroad, was completed in 1908, replacing the original Armour Ice Plant which burned the previous year. It was used until 1983 to manufacture ice. The storehouse, the only surviving example from the original complex of buildings in the railroad yards, was built in 1910. It was used as a warehouse for the machine shops and is currently leased to a trucking firm. Another building relates to railroad-derived commerce: the 1910 Victory Hotel served overnight passengers on the railroad. It is located one block from the site of the depot. It has been in almost continuous use as a hotel since it was built. The other buildings relate to railroad employees: of the eight railroad cottages included, seven are currently used as residences and one is in use as a professional office.

Historical Background

Las Vegas was established as a division point on the railroad in 1905. It was chosen because of the abundant water found at Las Vegas Springs. Before that time, the area included a few scattered ranches. The railroad, through its subsidiary, the Las Vegas Land and Water Company, established Clark's Las Vegas townsite and auctioned off lots. The LVL&W Company owned the springs and water rights in the area. It set up a system of redwood pipes and charged residences and businesses a monthly rate. The Company also provided electricity to the town.

MAJOR BIBLIOGRAPHICAL REFERENCES

Charles Hall Page & Associates, Inc. Historic Preservation Inventory & Planning Guidelines, City of Las Vegas. San Francisco: Charles Hall Page & Associates, 1978.
Jones, Florence Lee, and John F. Cahlan. Water: A history of Las Vegas Valley Water District, 1975.
Las Vegas Age, 1905-1936
Sanborn Map Company. Insurance Maps of Las Vegas, Clark County, NV. New York: Pelham, 1961

GEOGRAPHICAL DATA

See Inventory forms.

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

A	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

See individual inventory forms.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
N/A			
STATE	CODE	COUNTY	CODE

FORM PREPARED BY

Revised and edited by Kathryn M. Kuranda, Architectural Historian, NV Division of Historic Preservation and Archeology

NAME / TITLE: Frank Wright, Curator of Education, / Dorothy Wright, Research Consultant
ORGANIZATION: Nevada State Museum and Historical Society
STREET & NUMBER: State Mail Complex, 700 Twin Lakes Drive
CITY OR TOWN: Las Vegas
DATE: August 29, 1986
TELEPHONE: (702) 385-0115
STATE: Nevada 89158

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL _____

STATE _____

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

ATTEST:

KEEPER OF THE NATIONAL REGISTER

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2

Union Pacific Railroad Yards

The Union Pacific Railroad Yards are located west of Main Street between Charleston and Fremont. Successive passenger depots, a Mission-style structure of 1905 and a streamline modern building of 1940, were the dominate features of Fremont Street for many years. The high-rise Union Plaza Hotel now occupies that location.

Most of the railroad's major industrial buildings were completed in 1911. These included (besides the Mission-style depot) the machine shops, storehouse (Hanson Hall), a round house, a power house (later the diesel shop), company agent's house (later the yardmaster's building), and ice plant. Of these buildings, only the storehouse building and the ice plant remain. Two of the others, the diesel shop and yardmaster's building, were demolished within the last year (1986).

The storehouse (Hanson Hall), 700 Dividend Drive, is a rectangular, two-story concrete block building whose second story was originally used as a meeting hall. It is currently under lease to Nevada Cartage Company, Inc. The ice plant, 612 S. Main Street, was built in 1908 to replace the original one which burned. Until several years ago, it was leased and used by Mr. Ice, a commercial ice manufacturer. It is now empty.

Railroad Cottages

In 1909, the railroad began building the first of a planned 120 houses for its mid-level workers. Ultimately, only sixty-four units were completed. Located on four square block (23, 24, 25 and 26) between Second Street (Casino Center) and Fourth Street, and between Garces and Clark, the small, concrete-block cottages were simple, comfortable and attractive.

Architecturally, the railroad cottages combine elements of the bungalow and square cottage designs. Each of them has undergone alterations, but retain sufficient integrity to allow observers to discern original design characteristics.

The cottages included three separate designs. Common designelements can be identified in all three design types. They were rectangular in plan with a two-bay, entrance porch recessed into the right-front corner of the main block. The three different roof designs were all variations on the hipped roof. The enclosed flared eaves lent an oriental flavor to the overall appearance; this was popular in the Craftsman tradition. The roof was supported by square brackets and provided a wide overhang. Porches featured a railing with balusters. The porch posts employed capitals which can be best described as a backward "C". Lugsills and extended lintels adorned the windows.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

These common characteristics gave the houses a general cohesion, but the individual styles lent some distinction. One style, designated Type I, is the simplest variant. The plain hip roof is relieved by a single venting-dormer. Type I is represented by 605 and 621 South Casino Center. A Type II cottage's roof featured a gablet with a ventilating panel in the gable. Type II examples are 613 and 629 South Casino Center. Type I and Type II cottages measured twenty-four by thirty-two feet and contained four rooms. Type III cottages were somewhat larger, twenty-four by thirty-six, and were more architecturally elaborate, featuring a cross gable with a ventilating panel. They contained five rooms. This type is represented by 601, 609, 617 and 625 South Casino Center.

Structurally, the railroad cottages have several common characteristics. Some features were designed to help insulate the interiors against the desert heat; porches and eaves for shade, concrete block walls, and carefully ventilated attics. Individually, the cottages have been modified with modern windows, rear additions and stucco over the concrete blocks. The most common alteration has been the enclosing of porches to increase interior space.

METHODOLOGY

The majority of the data upon which this nomination is based is derived from a survey of historic buildings in Clark's Las Vegas Townsite conducted in 1984. Coordination of the initial survey work and research was carried out by historians, Kim Geary and Jane Kowalewski, under the supervision of Gary K. Roberts, Assistant Director of the Nevada Historical Society. Most of the research was carried out at the Nevada State Museum and Historical Society in Las Vegas, repository for the data and documentation generated by this project. Preparation of this nomination was financed in part through a Historic Preservation Survey and Planning grant-in-aid from the National Park Service, United States Department of the Interior, under the provisions of the National Historic Preservation Act of 1966, as amended and as administered by the Nevada Division of Historic Preservation and Archeology.

Some of the initial data were to be found in the Historic Preservation and Planning Guidelines volume prepared by Charles Hall Page and Associates for the City of Las Vegas in 1978. The 1984 survey was built upon the Page inventory, amending and correcting it where necessary. The on-site survey was conducted by teams of trained volunteers and specialists in southern Nevada history. Each team consisted of two persons who completed survey forms and took photographs of individual buildings.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 4

Other major sources consulted include the Clark County Assessor's Office, the Real Estate Developers Index, and Sanborn Fire Insurance Maps for Las Vegas for 1923, 1928, and 1959-1961. Newspaper research in the Las Vegas Age and Las Vegas Evening Review Journal was greatly facilitated by the indexes of these newspapers prepared by the Nevada Historical Society. General city directories and telephone directories provided considerable information concerning residents, their occupations, and various uses and names of properties.

Descriptions of most of the buildings were provided by Dr. Cathie Kelly, Assistant Professor of Art History at the University of Nevada, Las Vegas. Dr. Kelly also analyzed and classified the properties and interpreted major trends in local architecture. Information on the specific buildings was updated through a re-survey conducted in July 1986 by Margaret Wallace of the Volunteer and Docent Council of the Nevada State Museum and Historical Society, Las Vegas. Nomination forms were prepared by Frank Wright, Curator of Education of the Nevada State Museum and Historical Society and by Dorothy Wright, working as a volunteer for the same institution.

The following inventory forms describe and discuss the significance of the three individual buildings and historic district. Individual forms are keyed to the accompanying maps.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 5

Building # 1 The Pacific Fruit Express Company
Ice Plant

Location: 612 South Main Street
Las Vegas, Clark County, Nevada

Township/Range/Section: T20S, R 61 E, 34

Current Owner: Union Pacific Land Resources
P.O. Box 2500
Broomfield, Colorado 80020

Data Prepared by: Dorothy Wright
Nevada State Museum & Historical Society
State Mail Complex
Las Vegas, Nevada 89158

Date: 8/86

Property Information:

Original Use: Ice Plant

Present Use: Vacant

Architect/Builder: A. Faget, Engineer, Pacific Fruit Express/F.O. Engstrom, Builder

Construction/Modification: 1908, 1940, 1946, 1960

Building Type: Industrial

Physical Description

The Pacific Fruit Express Company Ice Plant is a two-to-four story, industrial structure located in the former San Pedro, Los Angeles and Salt Lake Railroad yards in Las Vegas, Nevada. The building was erected in 1908 according to designs by A. Faget, a consulting engineer for the Pacific Fruit Express Company. The building contractor was F. O. Engstrom of Los Angeles.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 6

The Pacific Fruit Express Company
Ice Plant
612 South Main Street
Las Vegas, Nevada

The asymmetrical structure is constructed in reinforced concrete and terminates in a series of staggered, flat roofs. The dominate feature of the structure is an open, three bay pavillion which occupies the upper two stories of the central, structural block. The unornamented building incorporates irregular massing and includes first story, garage bays with corresponding rows of second story windows. Fourth story windows are twelve-light-over-twelve-light sash set in simple wood frames.

The exterior of the building retains its overall integrity despite minor alterations. Modifications to the building include removal of a chimney (1940), and cooling towers (1946); replacement of original, first story garage doors and second story windows (c. 1960). The building ceased operation in 1983. It has been vacant since that year.

Statement of Significance (Criteria A and C)

The Pacific Fruit Express Company Ice Plant is historically significant for its association with the Union Pacific Railroad developers of Las Vegas. The building is architecturally significant as an unusual property type unique in the City of Las Vegas.

Prior to the invention of refrigerated train cars, ice was essential in the shipment of perishable food. The Las Vegas Ice Plant was the only facility of its type on the rail line between Salt Lake City and San Bernardino. In addition to serving the railroad's needs, the Ice Plant also supplied ice to the community of Las Vegas as well as provided cold storage space for perishable products. The plant also generated electricity for the railroad and the town.

The facility was constructed in 1908 by the Pacific Fruit Express Company, a subsidiary of the Union Pacific Railroad. The 1908 plant replaced the Armour Ice Plant which was destroyed by fire. The Ice Plant operated continuously between 1908 and 1983.

The Ice Plant represented the most advanced design for buildings of its type in 1908. The unadorned concrete grid system, dropped beams and flat slab construction was developed in France c. 1905. The structure has been a highly visible local landmark since its construction.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 7

Bibliography

Las Vegas Age, December 15, 1906, p. 1

Charles Hall Page & Associates, Historic Preservation Inventory & Planning Guidelines, p. 39
David Bedford, "The Las Vegas Ice Plant." Preservation Association of Clark County
Newsletter, May-June, 1986.

Florence Lee Jones Cahlan, Water: A History of Las Vegas, p. 38

Legal Description:

Partial-west half of Section 34, Township 20 South, Range 61 East (Less than one acre).

Location of Legal Description:

Clark County Courthouse
309 South Third Street
Las Vegas, Nevada 89101

Representation in Existing Surveys

Historic Resources of Central Las Vegas, 1984,
Local Survey deposited at the Nevada State Museum and Historical Society
700 Twin Lakes Drive, Las Vegas, Nevada 89158

U.T.M. References:

A. Zone 11 Easting 666400
Northing 4003725

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 8

Building # 2 Hanson Hall
(Union Pacific Storehouse)
Location: 700 Dividend Drive
Las Vegas, Clark County, Nevada

Township/Range/Section: T20S; R61E; 34

Current Owner: Union Pacific Land Resources
P.O. Box 2500
Broomfield, Colorado 80020

Data Prepared by: Dorothy Wright Date: 8/86
Nevada State Museum and Historical Society
State Mail Room Complex
Las Vegas, Nevada 89158

Property Information:

Original Use: Storage
Present Use: Storage
Architect/Builder: San Pedro, Los Angeles and Salt Lake Railroad
Construction/Modification: 1910
Building Type: Industrial

Physical Description

The Hanson Hall is a two story, rectangular building erected in 1910 by the San Pedro, Los Angeles and Salt Lake Railroad as a machine shop warehouse. The second story of the building incorporates a meeting hall. The building retains a high degree of architectural integrity and is currently used as a storage facility for Nevada Cartage Inc., a trucking firm.

The storehouse is located at the north end of the Union Pacific Railroad yards, west of the railroad tracks. The building occupies an unlandscaped, industrial lot. Mature trees abut the structure to the south.

The symmetrical building is constructed in coursed concrete block and rises to a shallow gable roof. The first and second story are banded by a shallow concrete belt course. Shallow concrete pilasters divide the structure into a nearly square grid encompassing two bay divisions. Pilasters terminate in a corbelled cap which defines the building's eave line.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 9

Hanson Hall
700 Dividend Drive
Las Vegas, Nevada

Building windows are twenty-light, industrial metal sash supported by slightly projecting, concrete sills. The principal entrance to the structure is centrally located on the east elevation and incorporates paired, twenty-light, industrial metal frame doors. The entry is reached by way of a concrete loading dock which runs the length of the east elevation.

Statement of Significance:

Criteria A and C

Hanson Hall is an architecturally significant example of an industrial building associated with the development of the San Pedro, Los Angeles and Salt Lake Railroad in Las Vegas, Nevada. One of two remaining original industrial buildings in the Union Pacific railroad yards (Union Pacific subsequently purchased the SP, LA & SL), the structure retains a high degree of architectural integrity. Hanson Hall is unusual in its design which combines a first story warehouse with a second story meeting/social hall. The building is representative of Las Vegas' period of initial development when the community was a modest railroad town under the control of the San Pedro, Los Angeles and Salt Lake Railroad.

Bibliography:

Clark County Assessor's Records

Las Vegas Age, 1909-1910

Charles Hall Page and Associates, Historic Preservation Inventory & Planning Guidelines
p. 36-37.

Florence Lee Jones Cahlan, Water: A History of Las Vegas, Las Vegas Water District, 1975.

Legal Description:

Partial-west half of Section 34, Township 20 South, Range 16 East (less than one acre)

Location of Legal Description:

Clark County Courthouse
309 South Third Street
Las Vegas, Nevada 89101

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 10

Hanson Hall
700 Dividend Drive
Las Vegas, Nevada

Representation in Existing Surveys:

Historic Resources of Central Las Vegas, 1984
Local survey deposited at the Nevada State Museum and Historical Society
700 Twin Lakes Drive, Las Vegas, Nevada 89158

U.T.M. References:

B. Zone 11 Easting 666065
Northing 4004300

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 11

Building # 3 Lincoln Hotel
(Victory Hotel-Motel)
Location: 307 South Main Street
Las Vegas, Clark County, Nevada

Township/Range/Section: T20S, R61E, 34

Current Owner: Ray and Margaret McConnell, Srs.
307 South Main Street
Las Vegas, Nevada 89101

Data Prepared by: Dorothy Wright Date: 8/86
Nevada State Museum and Historical Society
State Mail Room Complex
Las Vegas, Nevada 89158

Property Information:

Original Use: Hotel

Present Use: Hotel/Motel

Architect/Builder: Moore & Rhoads

Construction/Modification: 1910

Building Type: Commercial

Physical Description

The Lincoln Hotel was erected in 1910 by Dan Hickey at a cost of \$3,250.00. The two-story Mission Revival style building was designed and constructed by the firm of Moore and Rhodes. This partnership was responsible for the design and construction of forty-eight buildings in the modest railroad town of Las Vegas.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 12

Lincoln Hotel
307 South Main Street
Las Vegas, Nevada

The symmetrical hotel is stucco-parged, frame construction supported by concrete piers. The principal (west) elevation is articulated by a two-story, open arcade. The main structural block terminates in a shallow gable roof while the front arcade rises to a shed roof. Both the main building and arcade incorporate extended eaves and a simple cornice.

Original building windows are one-light-over-one-light, wooden sash enframed by simple wooden surrounds. First story, principal elevation windows have been altered to include a multi-pane, plate glass window enframed by a wooden surround. The principal entrance to the structure is located in the central bay of west elevation and includes a single-light wooden door with single-light transom. Door and transom are enframed by a wooden surround.

The hotel originally incorporated a first story office, bar, dining room and kitchen with twenty-one rooms on the second story. In 1923 the interior of the building was damaged by fire and was subsequently closed. In 1929 the hotel was reopened under the ownership of Agnes McLaughlin. The hotel has been in continuous operation since that time.

Statement of Significance:
Criteria A and C

The Lincoln Hotel is architecturally significant as a rare example of a Mission Revival style commercial building Las Vegas. The building is historically significant for its association with the early development of Las Vegas by the San Pedro, Los Angeles and Salt Lake Railroad.

The Lincoln Hotel was constructed in 1910 by builders, Moore and Rhoads for owner, Dan Hickey, who arrived in Las Vegas in 1905.

Advertisements dated 1911 in the Las Vegas Age describe the hotel as "catering to railroad people." Located within a block of the train station, the Lincoln Hotel served both passengers and railroad employees.

The name of the hotel was changed to the Victory Hotel-Motel in 1944.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 13

Lincoln Hotel
307 South Main Street
Las Vegas, Nevada

Architecturally, the Mission Revival style hotel represents the only surviving example of a once-common style for the community's commercial buildings. The hotel was designed and constructed by the Las Vegas firm of Moore and Rhoads. Moore and Rhoads constructed forty-eight buildings in the modest railroad town of Las Vegas by 1911. The Lincoln Hotel is the only surviving commercial building credited to the firm.

Bibliography:

Las Vegas Age, 1910-1915.
Las Vegas Evening Review-Journal, 1930.

Legal Description:

Lots 4-7, Block 5 Clark's Las Vegas Townsite (less than one acre)

Location of Legal Description:

Clark County Courthouse
309 South Third Street
Las Vegas, Nevada 89101

Representation in Existing Surveys:

Historic Resources of Central Las Vegas, 1984,
Local survey deposited at the Nevada State Museum and Historical Society
700 Twin Lakes Drive, Las Vegas, Nevada 89158

U.T.M. References:

C. Zone 11 Easting 666349
Northing 4004040

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 14

Building: Railroad Cottage Historic District

Location: 601-629 South Casino Center
Las Vegas, Clark County, Nevada

Township/Range/Section: T20S, R61E, 34

Current Owner(s):

601 South Casino Center
David H. Miller, et al.
934 Redway
Houston, Texas 77062

Lots 1, 2, Block 24, Clark's Las Vegas
Townsite

605 South Casino Center
Lloyd L. Leettig
605 South Casino Center
Las Vegas, Nevada 89101

Lots 3, 4, Block 24, Clark's Las Vegas
Townsite

609 South Casino Center
Vito & Gilberte Lombardo
2100 East Oakey
Las Vegas, Nevada 89104

Lots 5, 6, Block 24, Clark's Las Vegas
Townsite

613 South Casino Center
Pacheco Family Trust
613½ South Casino Center
Las Vegas, Nevada 89101

Lots 7, 8, Block 24, Clark's Las Vegas
Townsite

617 South Casino Center
Muriel E. Smith
617 South Casino Center
Las Vegas, Nevada 89101

Lots 9, 10, Block 24, Clark's Las Vegas
Townsite

621 South Casino Center
Paul M. Sprague
3217 Burnham
Las Vegas, Nevada 89109

Lots 11, 12, Block 24, Clark's Las Vegas
Townsite

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 15Railroad Cottage Historic District
601-629 South Casino Center
Las Vegas, Nevada625 S. Casino CenterRamonia Bell and Dennis Ellestad Lots 13,14, Block 24 Clark's
2501 E. Cheyenne Las Vegas Townsite
North Las Vegas, Nevada 89030629 South Casino CenterMadelyne B. Schmidt & Lloyd A. Jones Lots 15, 16, Block 24, Clark's
2120 Bonniebrook Drive Las Vegas Townsite
Stockton, California 95207Property Information:

Original Use: Residential

Present Use: Residential/Commercial

Architect/Builder: San Pedro, Los Angeles and Salt Lake Railroad

Construction/Modifications: 1909-11

Building Type: Residential

Physical Description:

In 1909 expansion of the Las Vegas railroad facilities to include the main machine shops for the SP, LA and SL Railroad precipitated the need for immediate expansion of workmen housing in the area. Between 1909 and 1912, the company constructed 64 of a possible 120 dwellings planned. In that latter year, company policy changed so that the railroad no longer built, but sold lots and gave loans for construction of employee homes. The railroad cottages were nearly identical in original form and details. Each was of concrete block construction in rectangular plan with a two-bay entrance porch set into the main block at the right hand corner. Roofs are hipped with flared, boxed eaves supported by square brackets. Original porch details include railings with closely spaced square balusters and small c brackets framing the posts.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 16

Railroad Cottage Historic District
601-629 South Casino Center
Las Vegas, Nevada

Three design "types" were employed within this general format. The simplest has a full hipped roof with a small hipped venting dormer. The second type has a truncated hipped roof with upper, perpendicular gable containing a vent. The third, and most ornate type, employed a hipped roof with a major porch gable containing a vent. This gable has flared eaves and is faced with half-timbering or shingles. These various design details relate the otherwise simple dwellings to the California Bungalow movement and to aspects of the craftsman tradition. Careful attention was given in construction to good attic ventilation, shade from both the porch and eaves, and insulation against the desert heat through the choice of concrete building materials. (Above taken from Charles Hall Page & Associates, Inc., Historic Preservation Inventory & Planning Guidelines (1978)).

The eight cottages included in the proposed district represent the most architecturally intact group of surviving cottages. With the exception of 624 South Casino Center, which has been converted to office space, all remain in use as single family dwellings. Examples of all three cottage types are represented.

The following is a short description of each of the eight contributing buildings included in the district.

601 South Casino Center

The dwelling located at 601 South Casino Center is representative of the third and most elaborate type of railroad cottage. The three bay, single story building is constructed of concrete block parged in stucco and rises to a bell cast, hipped roof incorporating a cross gable. The building includes one-light-over-one-light wooden sash windows enframed by simple board surrounds. Alterations to the building include the addition of a rear, cross gable wing. The dwelling's original, off-set front porch has been enclosed.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 17

Railroad Cottage Historic District
601-629 South Casino Center
Las Vegas, Nevada

605 South Casino Center

The dwelling at 605 South Casino Center is an example of the first and simplest railroad cottage type. As indicative of this category, the rectangular, single story structure rises to a bellcast hipped roof accented by a small hipped venting dormer. The building's concrete walls are parged in stucco. Windows are one-light-over-one-light, wooden sash enframed by simple board surrounds. Modifications to the building include a sympathetic single-story, wood frame addition located to the rear of the building. This addition is parged in stucco. The off-set porch located on the principal elevation has been enclosed.

609 South Casino Center

The dwelling at 609 South Casino Center can be categorized as a Type three railroad cottage. The building is a simple, single story dwelling constructed in stucco parged, concrete block terminating in a bell cast, hipped roof. Building windows are one-light-over-one-light, wooden sash enframed by a simple board surround. Modifications to the building include replacement of original porch posts with tapered wooden supports sheathed in stucco. These supports retain the buildings original, modified c-scroll capitals.

613 South Casino Center

The dwelling at 613 South Casino Center is representative of the second type of railroad cottage constructed by the San Pedro, Los Angeles and Salt Lake Railroad. The single story, concrete block building rises to a hipped roof incorporating a gablet. Building windows are one-light-over-one-light, wooden sash enframed by simple board surrounds. The building retains its original off-set, open porch supported by simple wooden supports.

617 South Casino Center

The building at 617 South Casino Center is a single story, concrete block dwelling representative of a type three railroad cottage. The building terminates in a bell cast, hipped roof. Building windows are one-light-over-one-light, wooden sash enframed by simple wood surrounds. The building's original, off-set porch has been enclosed but retains its ventilated gable-end roof.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 18

Railroad Cottage Historic District
601-629 South Casino Center
Las Vegas, Nevada

621 South Casino Center

The building at 621 South Casino Center is a single story, type one railroad cottage. Constructed in concrete block, the building includes a bell cast, hipped roof featuring a central, hipped roof ventilator dormer. Windows are one-light-over-one-light, wooden sash enframed by simple wooden surrounds. Window bays are supported by slightly extended concrete sills and terminate in slightly projecting lintels. The building retains its original, recessed, two-bay porch which is supported by simple wooden posts terminating in stylized capitals incorporating c scrolls.

625 South Casino Center

The dwelling at 625 South Casino Center is a single story, cement block building classified as a type two railroad cottage. As characteristic of this cottage type, the dwelling's bell cast, hipped roof includes a central gablet with ventilator panel. Original windows are one-light-over-one-light wooden sash enframed by simple wooden surrounds. Modifications to the original design include stucco parging and enclosure of the original, recessed porch.

Statement of Significance:
Criteria A and C

The eight dwellings included in the historic district are locally significant for their association with the San Pedro, Los Angeles and Salt Lake Railroad and the early development of Las Vegas, Nevada. The district is architecturally significant as the most intact area representative of the 1909-1911 SP, LA and SL housing development. The district includes examples of the three dwelling types constructed by the railroad to house workers employed in the company's machine shops and rail yards. Please refer to the nomination cover form for a discussion of the SP, LA and SL role in the development of Las Vegas.

Considering the date of probable construction of these homes in what essentially amounts to an early housing "project", they are innovative and progressive in terms of construction, design and planning. Concrete block construction was still a new technology at the time. The stylish modern detailing employed must have made such homes highly desirable when contrasted with the average vernacular wood frame house in the Las Vegas area. Though not as apparent today, the Railroad cottages were many steps above the wood shacks of Las Vegas' pioneer phase. Alterations generally have amounted to filling in the porch in one way or another for more interior space. Fenestration, porch woodwork, and even whole facades, have been subject to alterations for changing tastes or functions. Examples cited above should be viewed as nearly pure examples of the original constructed designs.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 19

Railroad Cottage Historic District
601-629 South Casino Center
Las Vegas, Nevada

Bibliography:

Clark County Assessor's Records
Las Vegas Age, 1909-1910

Charles Hall Page & Associates, Historic Preservation Inventory & Planning Guidelines
pp. 36-37

Florence Lee Jones Cahlan, Water: A History of Las Vegas, Las Vegas Water District, 1975.

Legal Descriptions:

See Current Ownership

Location of Legal Description:

Clark County Courthouse
309 South Third Street
Las Vegas, Nevada 89101

Representation in Existing Surveys

Historic Resources of Central Las Vegas, 1984.
Local survey deposited at the Nevada State Museum and Historical Society
700 Twin Lakes Drive, Las Vegas, Nevada 89158

UTM References:

D. Zone 11 Easting 666665 Northing 4003600
E. Zone 11 Easting 666723 Northing 4003580
F. Zone 11 Easting 666660 Northing 4003460
G. Zone 11 Easting 666600 Northing 4003480

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 2

The town grew slowly until 1910, when the railroad built machine shops and associated buildings. Upon their completion, the railroad built a tract of cottages to house a hundred new employees. At the same time, several hotels, restaurants and saloons opened to accommodate overnight passengers travelling between Salt Lake and Los Angeles.

The Las Vegas Land and Water Company, represented by its agent, Walter Bracken, exercised enormous power in the town long after the railroad had ceased to be the dominant economic force. Bracken, who was appointed in 1906 and remained in that position for forty years, had the power to set rates, answer complaints about service (there were many), and decided who would get service. He also fended off several attempts to establish competing water services.

The early fortunes of the town rose and fell with those of the railroad. In 1906 and 1907, floods interrupted train service. A severe flood in 1910 tore out bridges and halted train service for five months. Workers were laid off and businesses closed.

In 1921, a nationwide railroad strike closed the machine shops in Las Vegas. By the time it was settled, the railroad management had decided to relocate the shops. Hundreds of men were laid off, and went with their families to Los Angeles to find work. The town fell into a serious depression.

As the railroad ceased to be a dominant force in Las Vegas, exploration for the site of the federal government's most ambitious public works project was underway. The site ultimately selected for the Boulder Dam project was nearby Black Canyon. Providing services related to the Dam construction filled the economic void left by the departure of the railroad.

Architecture

Las Vegas architecture dating from the railroad (pre-1922) era is characterized by modest, utilitarian design, lacking grandeur or ornamentation. The larger residences of community leaders were plain by later standards. Mostly in the Bungalow style, they were built for comfort rather than aesthetics. These residences, grouped around Fremont Street, were all demolished as the commercial center grew. (One exception is the home of Will and Leva Beckely, 120 S Fourth Street, which was moved to the Clark County Museum). The cottages reflect, albeit in a humbler fashion, the preference for Bungalow style for residences.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3

The other predominant style, favored for commercial buildings of the time, was Mission Revival style. (Later, in the thirties, many fine private residences employed this style.) The imposing depot at the head of Fremont Street was Mission Revival, and set the tone for the town owing to its high visibility. The majority of the hotels and public buildings were of similar style. With its use of arcades and shaded verandas, the style was eminently suited for the desert climate.

Current Situation:

Because the town is still so young and has grown so rapidly, and because its beginnings were modest, most of the early buildings associated with the railroad period are gone. Two major buildings from the railroad yards have been demolished in the last year (1986). There are very few connections to the town's railroad heritage. For this reason, these eleven buildings assume an added significance.

Las Vegas downtown commercial area is spreading rapidly. This growth has eroded the residential feeling of the railroad cottages neighborhood. Among the original four square blocks, there are now high-rises and other large buildings, which differ in scale with the modest cottages.

The cottages are more significant for their value as Las Vegas' first housing tract, planned and built by the railroad, than as individual structures. Individually, they are not distinguished, but as a group, they are a powerful visible remainder of the pervasive influence of the railroad in all aspects of the early life of the town. There are other cottages still standing and in good condition, but they are so overshadowed by new buildings that their integrity is severely damaged. For that reason, only the one remaining intact block is included.

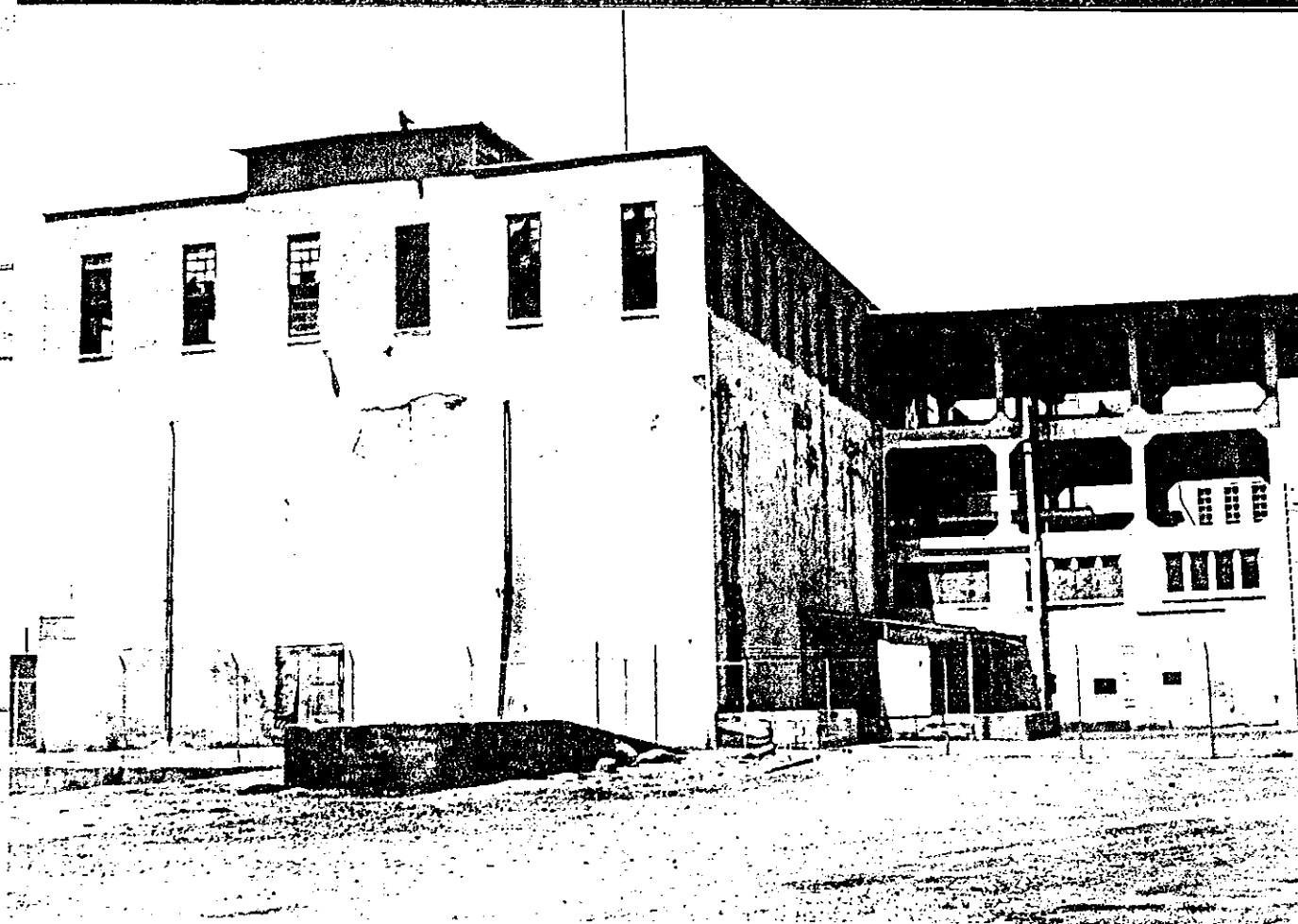
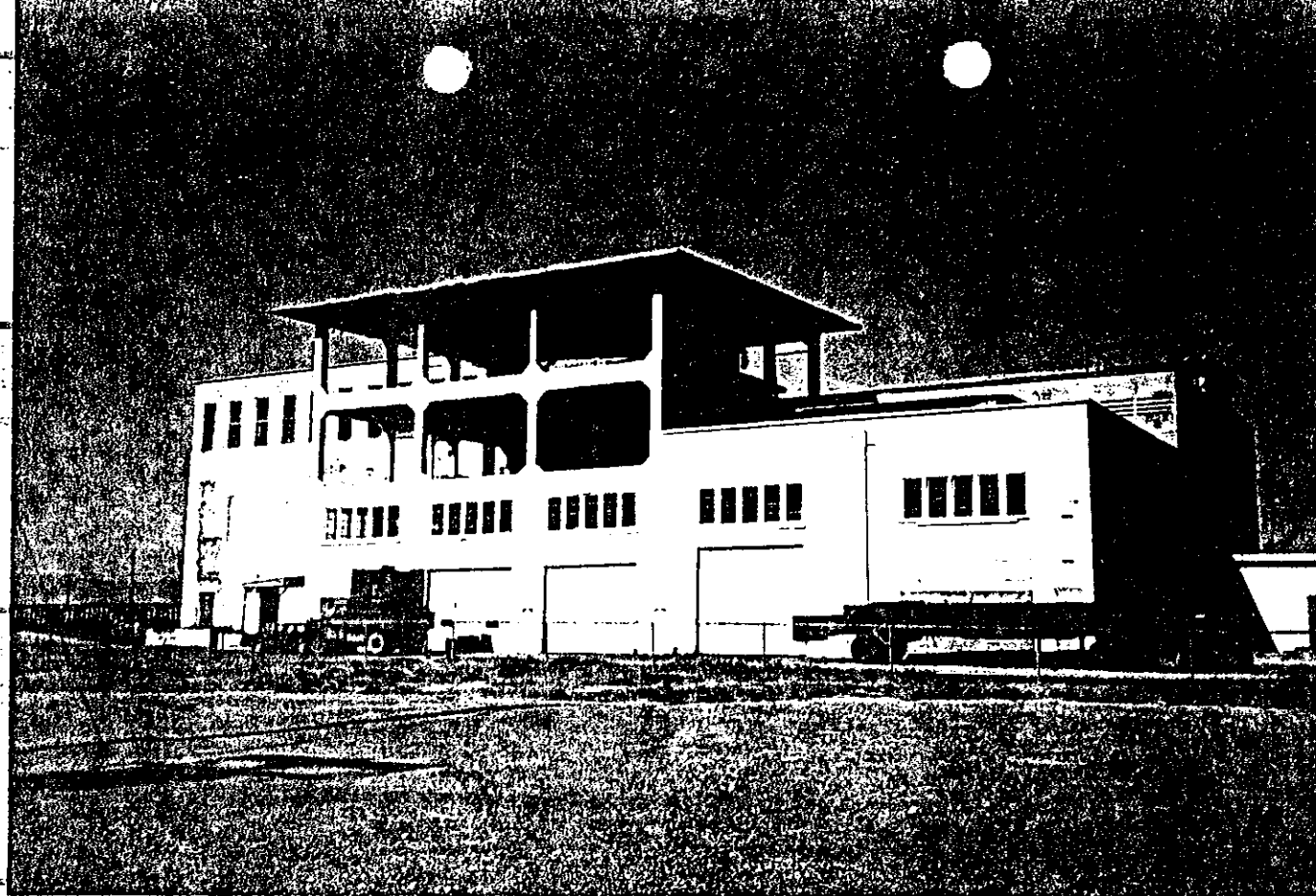
The following inventory forms describe and discuss the significance of the three individual buildings and historic district. Individual forms are keyed to the accompanying maps.

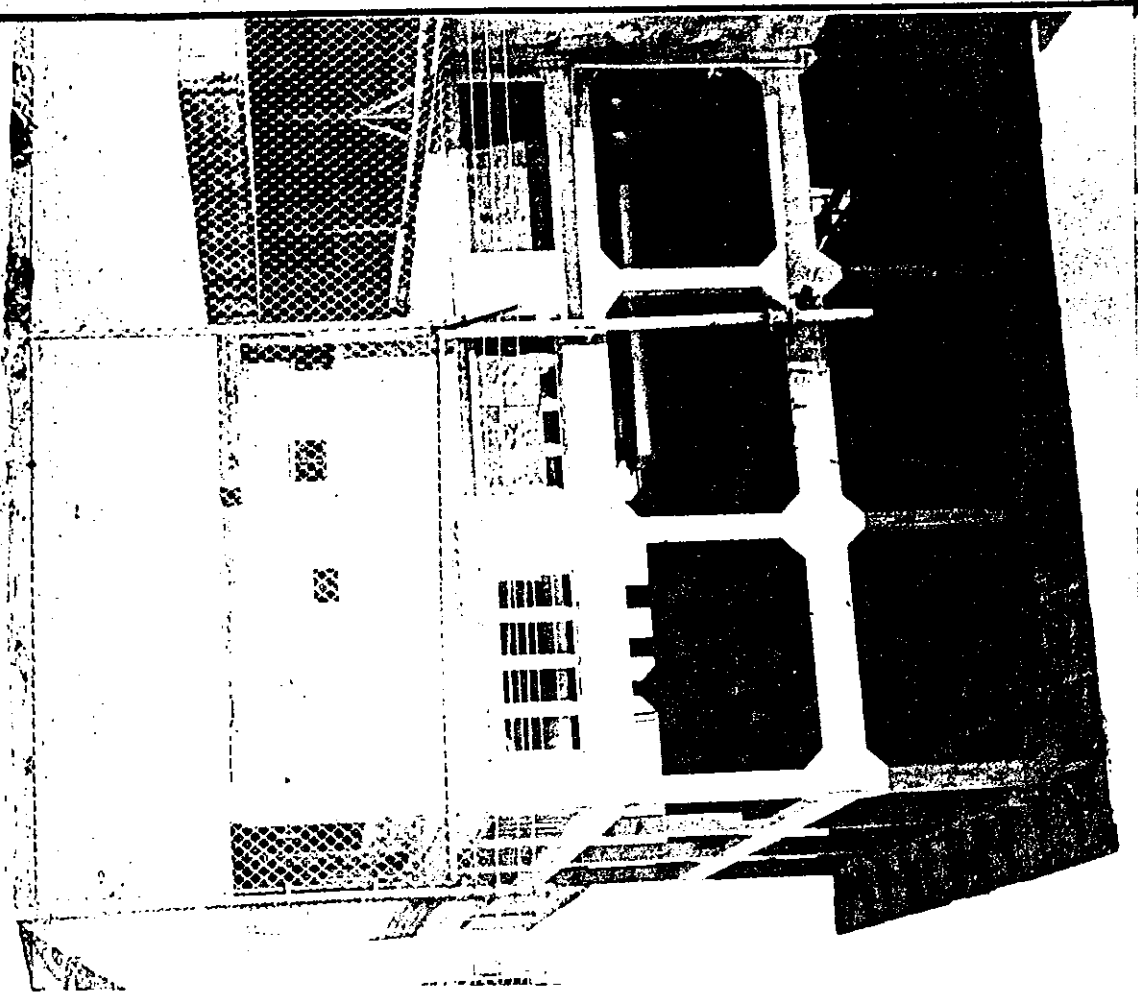
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National Register of Historic Places Continuation Sheet

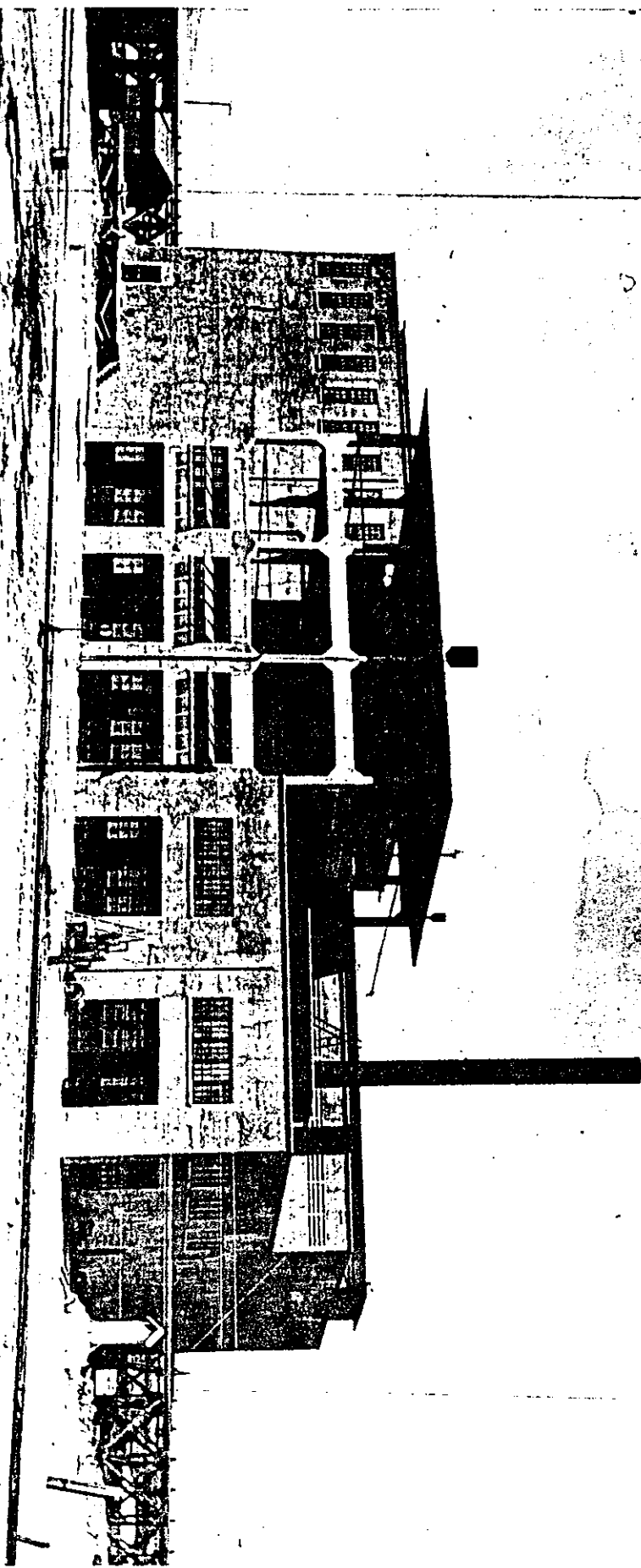
Section number 9 Page 2

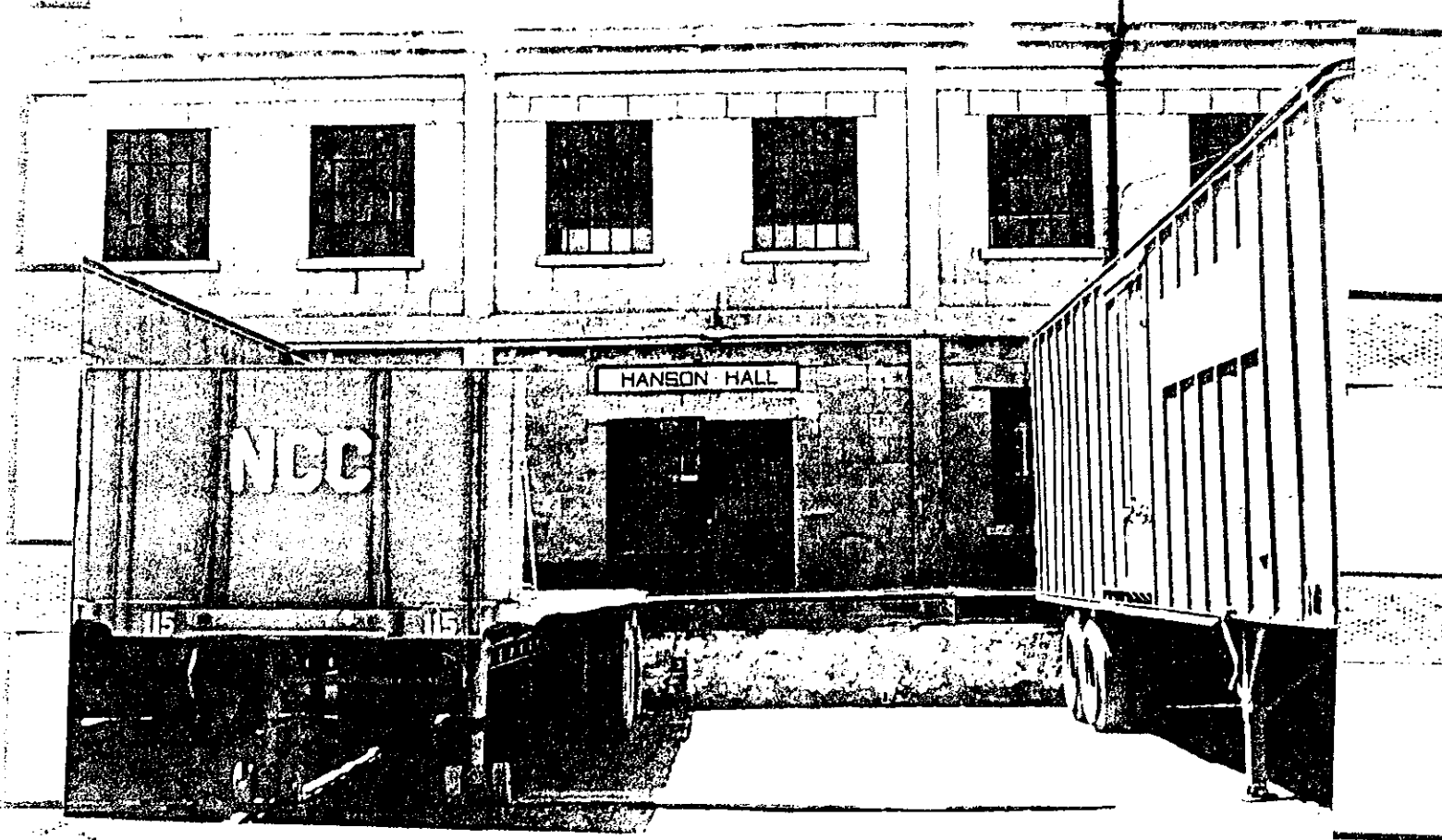
University of Nevada, Las Vegas. Dickinson Library, Special Collections Department
San Pedro, Los Angeles and Salt Lake Railroad Collection.

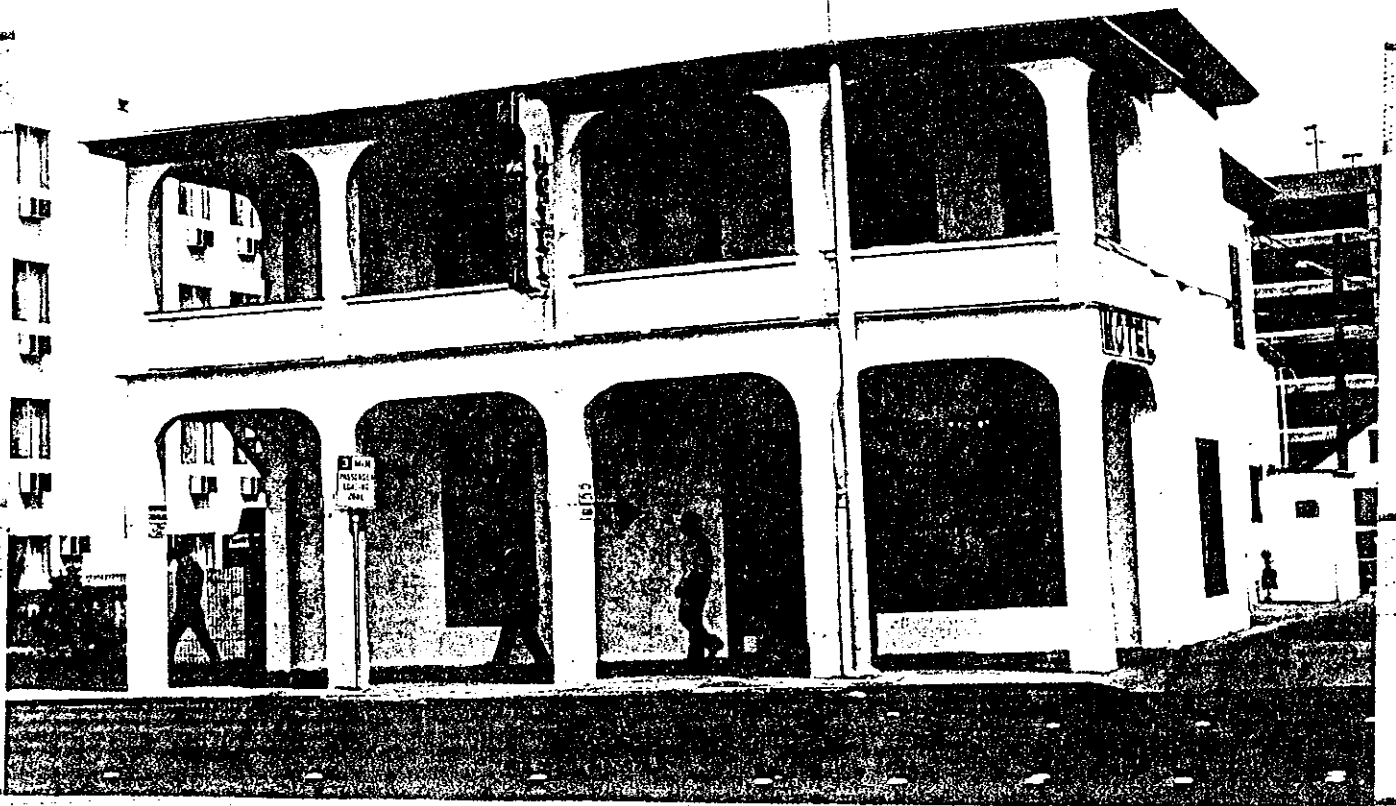
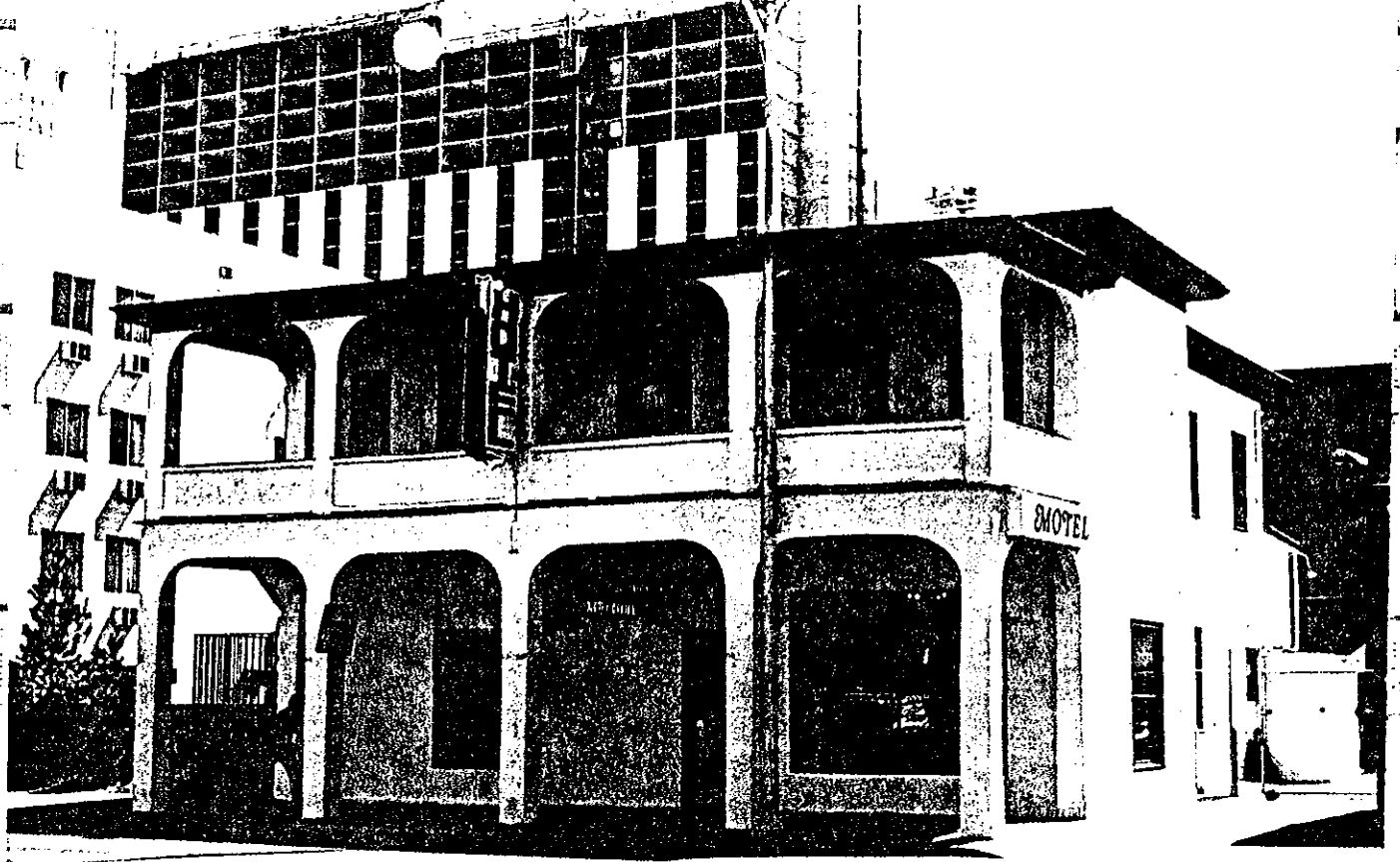


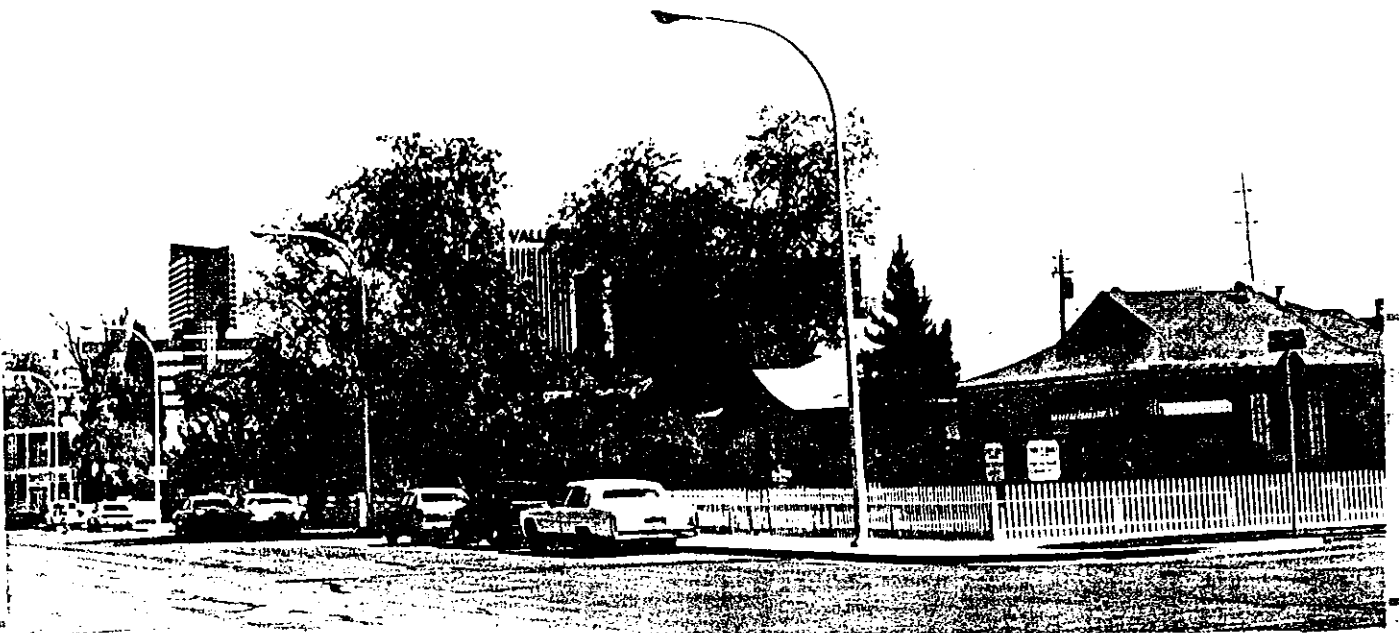
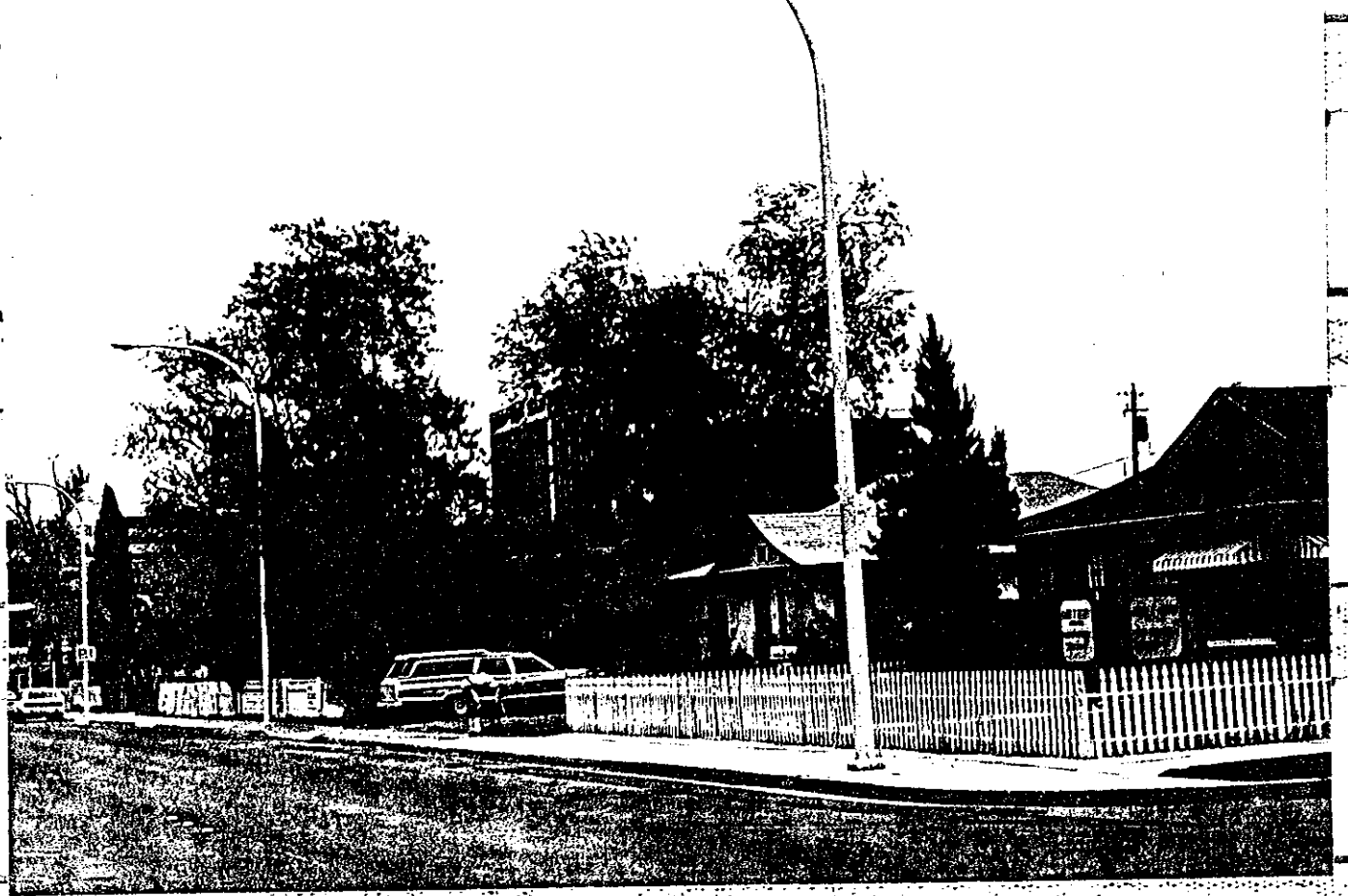


Frink & Co. Plant





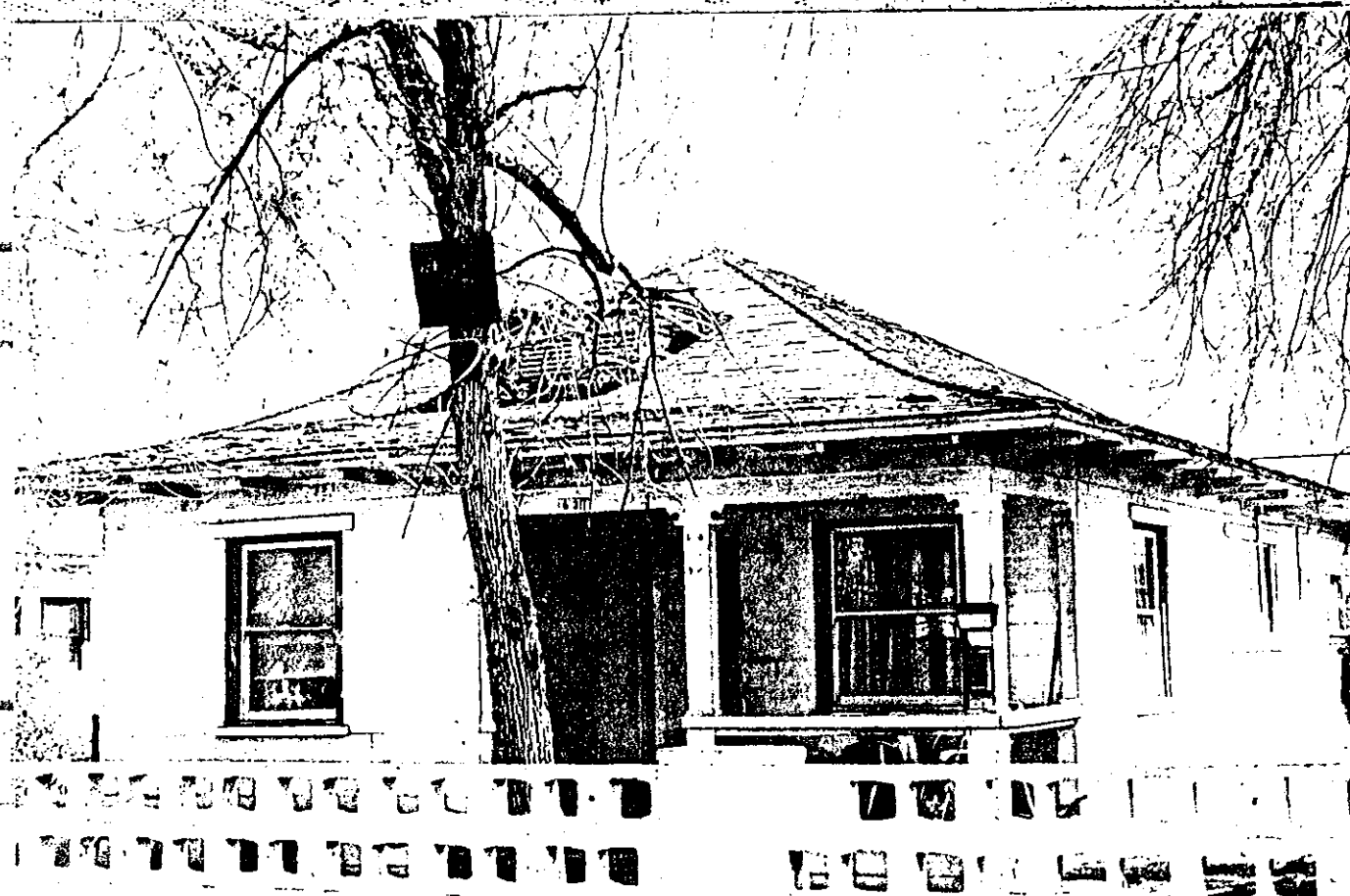


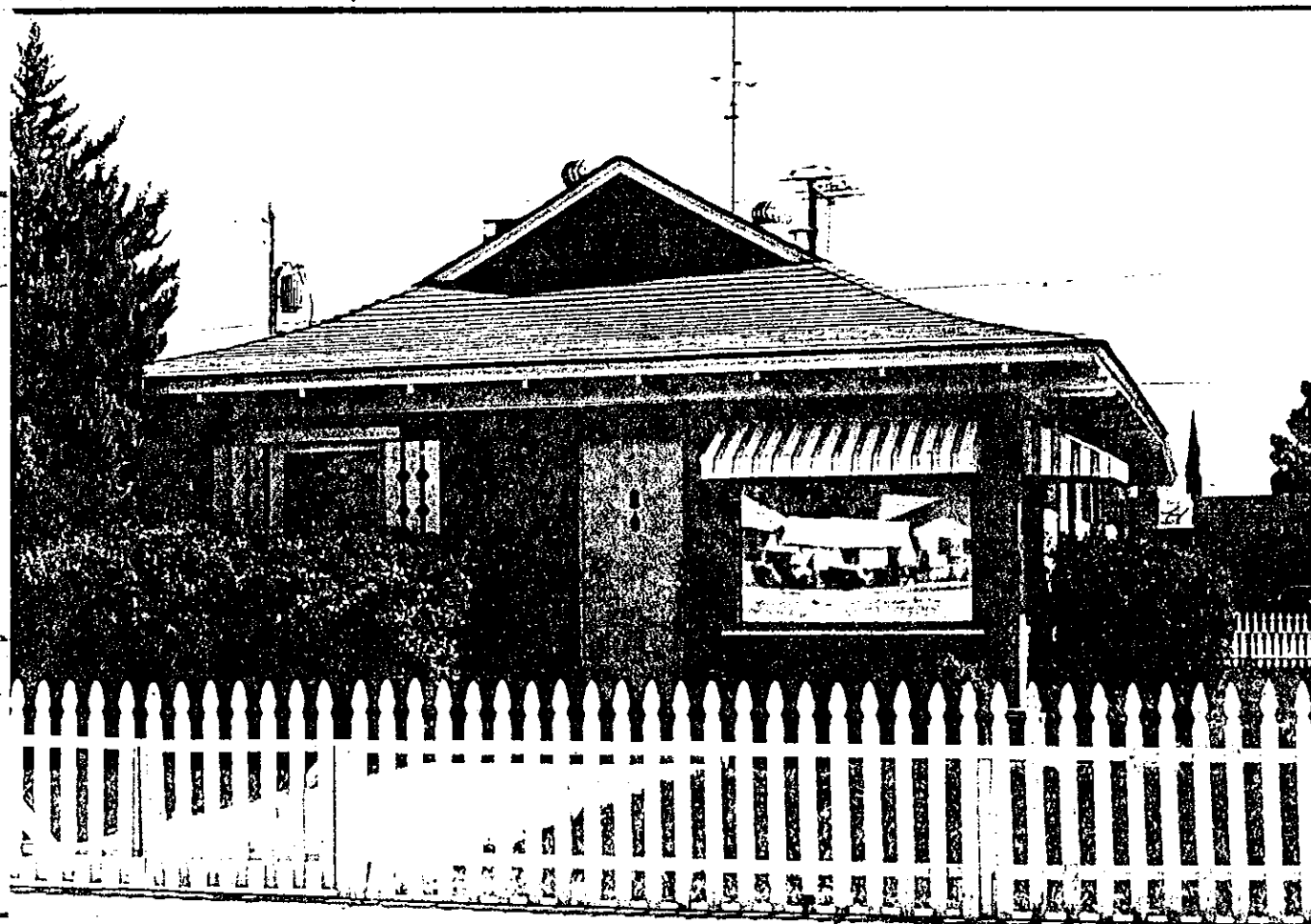
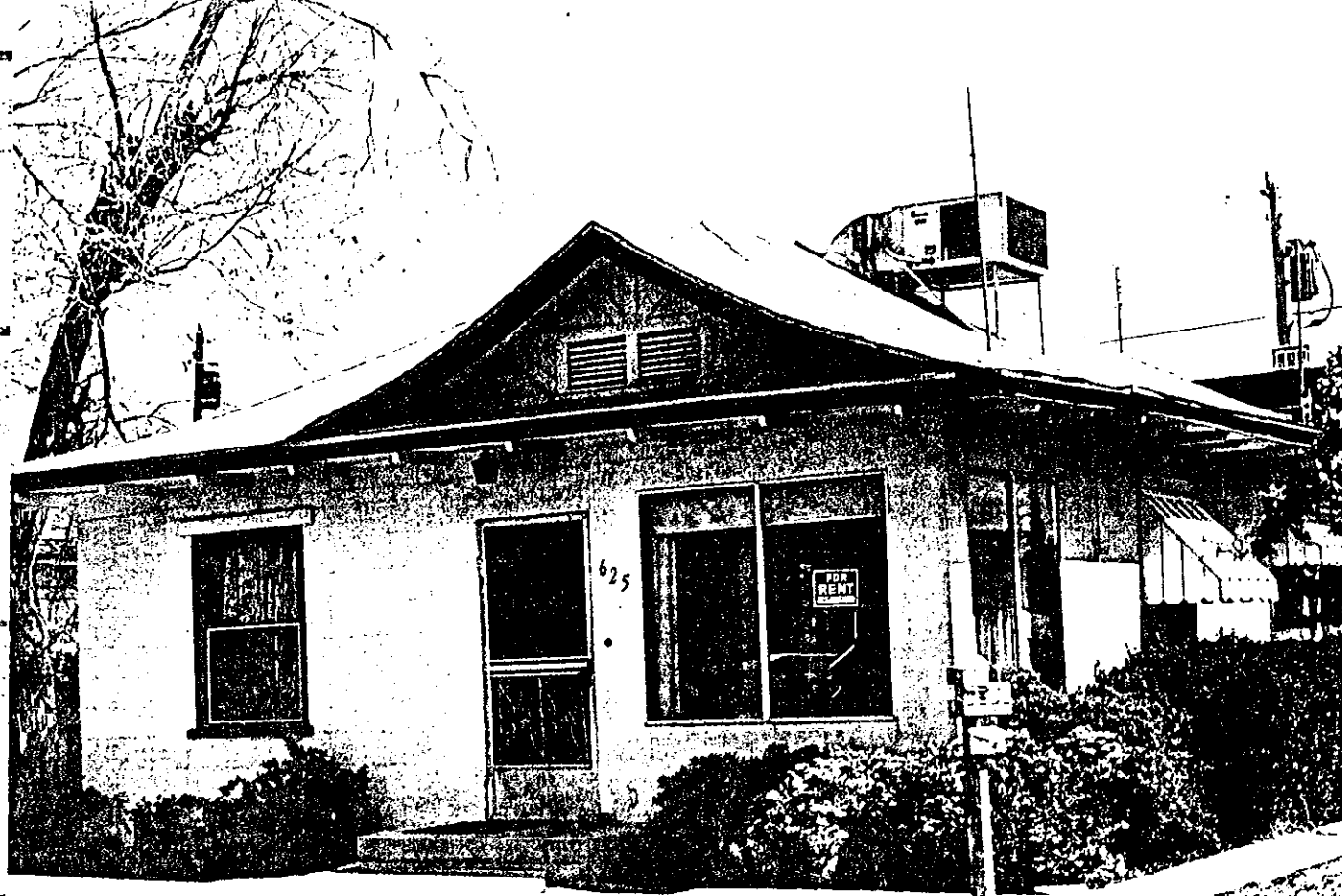


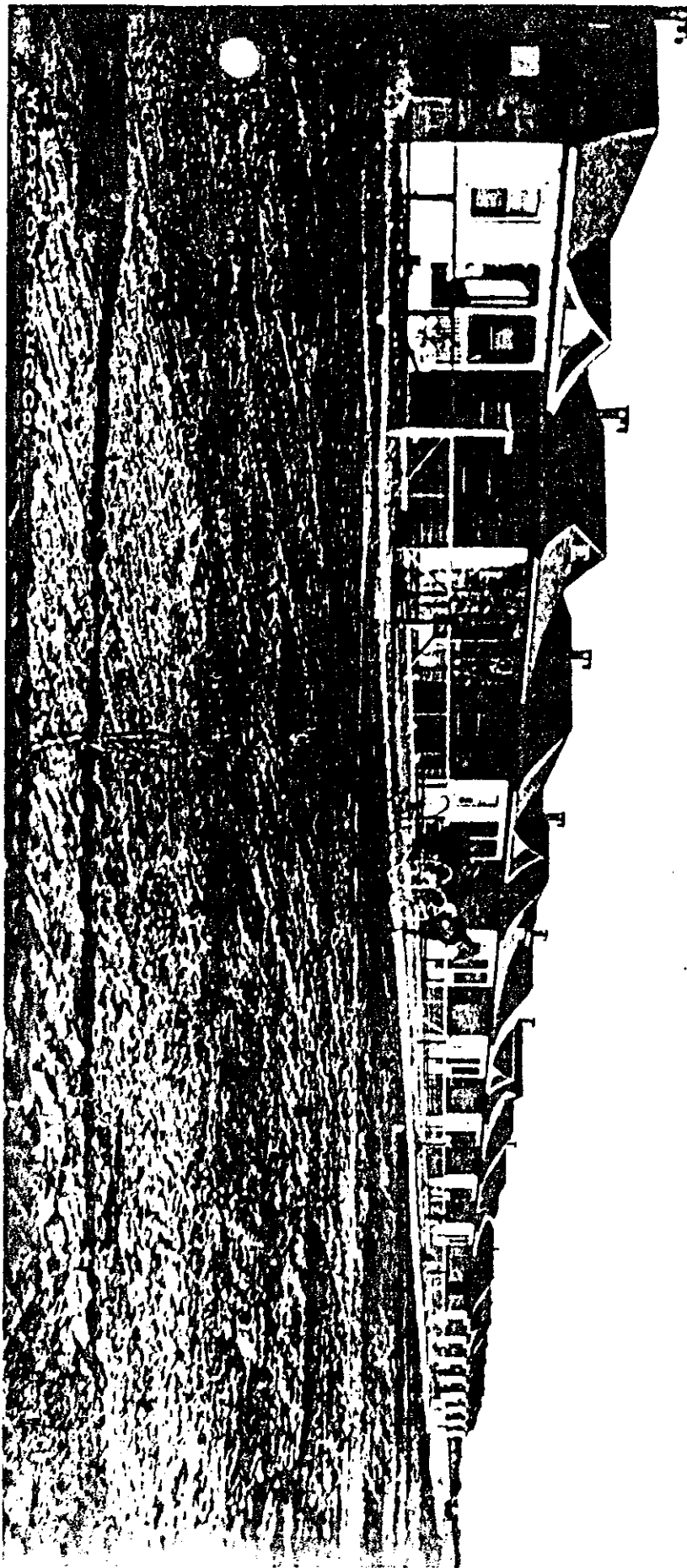




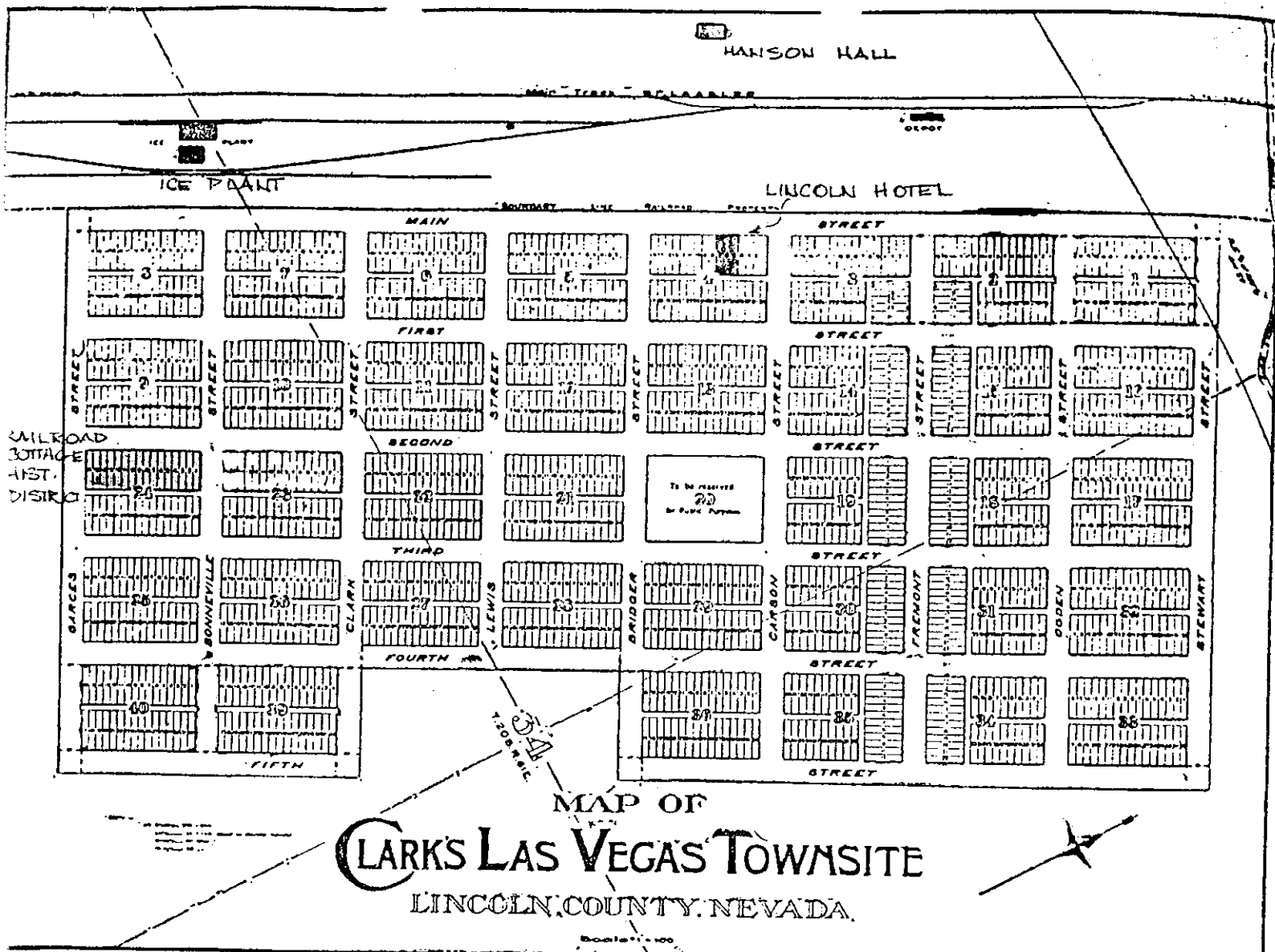












Information as to Sale of Lots in

Clark's Las Vegas Townsite

Las Vegas, Nevada

Owing to the great number of applications that have been received for the various lots in this townsite, and the impracticability of deciding as between applicants for the same lots, it has been decided, in fairness to all, to conduct an auction sale of these lots at Las Vegas, commencing at noon on May 15, 1905.

A special rate of \$16.00 from Los Angeles and \$20.00 from Salt Lake City for the round trip, will be made along the line of the San Pedro, Los Angeles & Salt Lake Railroad, to Las Vegas. Tickets will be sold on the 13th and the 14th and return portion must be used before the 18th. Purchasers of lots will receive as a rebate the amount paid for railroad fare to Las Vegas.

A map showing the lots with scale of prices can be seen at room 507 Pacific Electric Building, Los Angeles, California, at Houston Real Estate and Investment Co.'s office in Salt Lake City, and at the office of the Las Vegas Land and Water Company at Las Vegas. The bidding will be as to choice of lots at the following scale of prices: From \$150.00 to \$750.00 for corner lots, and from \$100.00 to \$500.00 for inside lots.

All streets are 80 feet wide with alleys 20 feet wide running through the center of each block. Terms of sale: Twenty-five per cent down and balance on execution and delivery of deed by the company within sixty days thereafter. The sale of intoxicating liquors will be prohibited, excepting on blocks 16 and 17.

Further information and particulars can be obtained from Mr. F. A. Waters, room 507 Pacific Electric Building, Los Angeles, or at the office of the company at Las Vegas, or from W. E. Vigus at the office of the Houston Real Estate & Investment Co., at Salt Lake City.

Las Vegas Land & Water Company By C. O. WHITEMORE, President

A. ICE PLANT Zone 11 Easting 666400
Northing 4003725

B. HANSON HALL Zone 11 Easting 666065
Northing 4004300

C. LINCOLN HOTEL Zone 11 Easting 666349
Northing 4004040

Railroad Cottage Historic District
D. Zone 11 Easting 666665
Northing 4003600

E. Zone 11 Easting 666723
Northing 4003580

F. Zone 11 Easting 666660
Northing 4003460

G. Zone 11 Easting 666600
Northing 4003480

NORTH LAS VEGAS

